

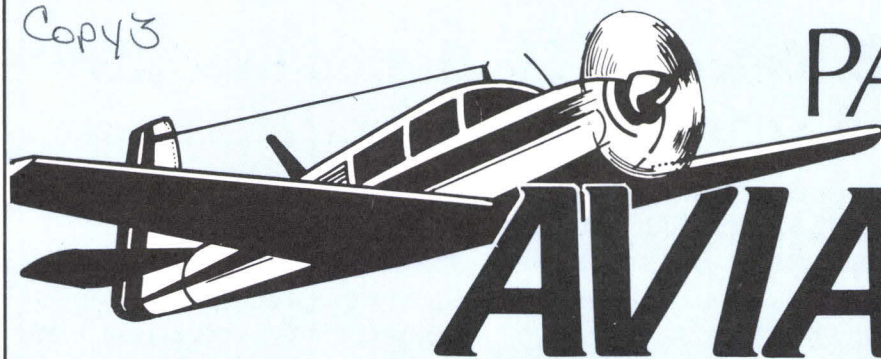
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Volume 44, Number 6

Published by the S.C. Aeronautics Commission

December 1992

Aviation Hall of Fame Inducts Five South Carolinians

In recognition of their life-time commitment to aviation, five aviators were inducted into the second **South Carolina Aviation Hall of Fame** November 11, at the Sheraton Convention Center in Columbia.

The awards were presented by the S.C. Aeronautics Commission at the 15th Annual S.C. Aviation Conference.

Anyone who has contributed significantly to aviation and has ties to South Carolina is eligible for nomination. The Hall of Fame awards will be on permanent display at the Columbia Metropolitan Airport on the main level.

Chairman Hamilton (l) congratulates Maynard Cusworth on becoming the 1992 Aviator of the Year as his wife, Natalie, looks on.



The five inductees honored for their outstanding contributions to the state are: **Ronald E. McNair, Barnie B. McEntire, Jr., Elliott White Springs, John W. Hamilton and Maynard C. Cusworth.**

Cusworth, a West Columbia resident, was also named the 1992 Aviator of the Year.

Cusworth, has taught flight instruction for almost 20 years to
See Hall of Fame, Page 6

Joe Saleeby Named Interim Director

South Carolina Aeronautics Commission Chairman Jim Hamilton announced October 8 the appointment of Joseph J. Saleeby as Interim Director for the agency.

"I am truly flattered and honored to have been selected by the Commissioners to be director of the Aeronautics Commission and work with the many fine people who have, for a long time, made this agency one to be proud of," said Saleeby after the announcement.

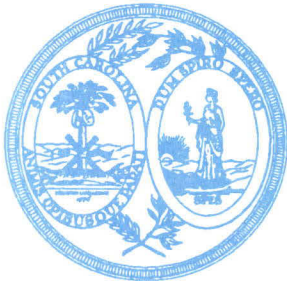
Saleeby, 53, has been a Special Missions Pilot with S.C. Aeronautics since 1989.

Before coming to the state Aeronautics Commission, he was a real estate developer and businessman in the Myrtle Beach area, where he served as Mayor for North Myrtle Beach from 1980 - 1984.

While living in the Grand Strand area, he founded Myrtle Beach Airlines, Todd Ryall Realty of Myrtle Beach, the Horry County League of Cities, Saleeby Homebuilders, and the Myrtle Beach RV Resort.

During his tenure as Mayor of North Myrtle Beach, Saleeby is credited with assisting the Grand Strand Area into becoming a tourism mecca and stimulating the local economy through highway and building development.

A native of North Carolina, Saleeby graduated from Greensboro High School, and continued his education through Liberty University in Lynchburg, VA, and among other things has completed training at the South Carolina Criminal Justice Academy.



PALMETTO AVIATION is an official publication of the South Carolina Aeronautics Commission. It is designed to inform members of the aviation community, and others interested in aviation, of developments in aviation and aviation facilities, and to keep readers abreast of national and international trends in aviation.

The Aeronautics Commission is a state agency created in 1935 by the South Carolina General Assembly to foster and promote air commerce in the state.

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Joseph J. Saleeby
Interim Director

Helen F. Munnerlyn
Editor

ILS Slated for Charleston Executive and Spartanburg Memorial Airport

Charleston Executive and Spartanburg Memorial Airport have been approved for an instrument landing system, according to Senator Fritz Hollings office.

According to a release from his office, a commitment from the FAA to install an ILS at the airports was secured as part of the Transportation Appropriations bill which was passed in October.

The installation of these systems

will be especially helpful in inclement weather.

"These types of safety projects are critical," said Sen. Hollings, "not only because they enhance safety but also because they facilitate both tourism and business travel."

Hollings added, "And making these two airports safer, including adding these two systems, is an important part of achieving that ultimate goal."

FBO Needed In Berkeley County

Berkeley County Airport is in the process of completing a Bid Package for a new FBO at the Berkeley County Airport in Moncks Corner.

Besides the construction of 10 T-hangars, which began the week after Thanksgiving, other improvements are planned for the immediate future.

Anyone interested in operating the FBO should contact John Scarborough, Airport Manager at (803) 723-3800 ext. 4096 or 796-6900.

SLED Conducting Operation Drop-In Ramp Checks

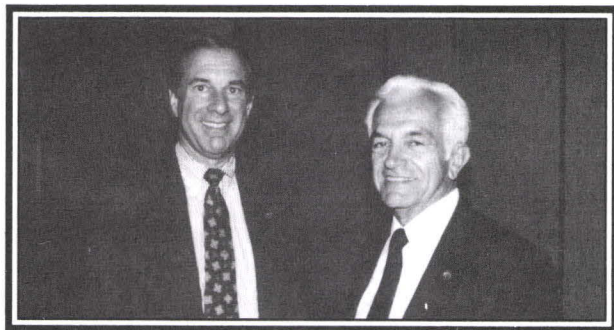
The South Carolina Law Enforcement Division (SLED) and the South Carolina National Guard are assisting the FAA in validating its general aviation aircraft registration records. This effort necessitates that SLED conduct a brief "ramp check" at all airfields in the state.

An external visual observation of all resident and transient aircraft currently at your airfield will be made, and aircraft tail numbers, colors, makes and models and data plates will be recorded.

This aircraft will not be entered, nor will the aircraft owner's privacy be violated, and this is not intended to in any way disrupt airport operations.

If you have any questions on Operation Drop-In or any other matter that you feel should be reported, please contact Steven Smith at (803) 737-9000 or on his digital beeper 1-800-712-1527.

South Carolina Aeronautics Commission Offices are at Columbia Metropolitan Airport. Mailing Address: P.O. Drawer 280068, Columbia, SC 29228-0068. Phone (803) 822-5400 or 1-800-922-0574.



At left, Phil Boyer, president of AOPA, confers with Earl Fisher (r) of Berkeley County following Boyer's luncheon talk assessing the Presidential election.

15th S.C. Aviation Conference Sets Pace for Future Growth

The South Carolina aviation industry is facing a crossroads, but if the Aviation conference is any indication, it will be an easy road to choose. For the fifteenth consecutive year, the S.C. Aviation Conference was held, giving user-friendly advice to all those interested in the latest regulations, rules and trends in the fast-paced industry.

Among the trend setters were Phil Boyer, president of AOPA, who summarized the 1992 Congressional and Presidential election. Boyer emphasized the election won't make or break aviation on any single topic, but to be aware of the choices elected officials have to make.

Another high profile speaker was Kurt Herwald, CEO of Stevens Aviation in Greenville. He enlightened us with his predictions for aviation and

how the industry can set the pace for its future.

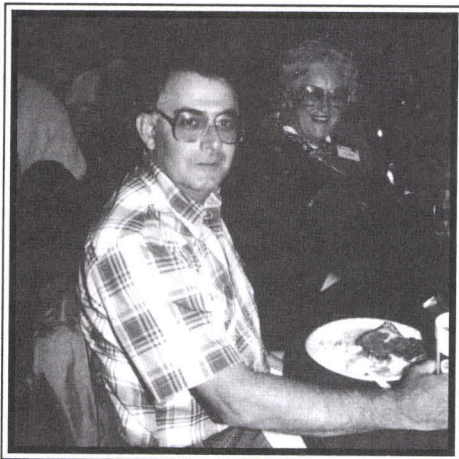
Other topics included updates from: Ted Beckoff, FAA Southern Region Administrator; George Kosko, a well-recognized attorney, who spoke on Legal Issues in Flying; and Bruce Matthews of North Carolina DOT who spoke on the State Block Grant Program's effectiveness.

In addition, the S.C. Aviation Association held business sessions concluding its first operating year. Frank Anderson, who presided over this year, officially handed over the gavel to John Ferguson of Donaldson Center.

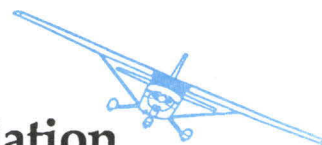
During the 15th Annual Aviation Conference which was held in Columbia at the Sheraton Convention Center, the 1993 SCAA Board of Directors were named. The following were elected to one-year terms: Glen Lott, of The LPA Group, Ferguson of Donaldson Center, Frank Anderson of Spartanburg Downtown Airport, and Carl Ellington of Myrtle Beach.

The following were elected to two-year terms: Gary Varga of W.K. Dickson, Bette Fralick of Colleton County, Bill Hawkins of Woodward field, Fred Chapin of Charleston International Airport.

The following were elected to three-year terms: Ron Wade of Union County, Curt Bramblett of Rock Hill, Tom Zollars of Hawthorne Aviation, and Lynne Douglas of Columbia Metropolitan Airport.



Jim Tallon of Lee County shares a lighter moment with Ann Hawkins at the Aviation Conference Barbecue Hoedown at the State Museum.



Aviation Calendar

December 10

FAA Pilot Safety Meeting
Accident Prevention Program
Woodward Field
Camden, SC

December 20

Breakfast Club
Greenville Downtown
Cornerstone Aviation
Dine at Phoenix Inn

January 3

Breakfast Club
Greenville-Spartanburg Jetport

January 7

FAA Pilot Safety Meeting
Accident Prevention Program
Florence Regional Airport

January 17

Breakfast Club
North Myrtle Beach

January 21

FAA Pilot Safety Meeting
Accident Prevention Program
S.C. Aeronautics Commission
Columbia, SC

January 31

Breakfast Club
Branham Airport
Darlington, SC

February 14

Breakfast Club
Berkeley County Airport
Moncks Corner, SC

February 28

Breakfast Club
Dillon County Airport



SCAC Approves \$250,000 for Airport Improvements

Columbia Owens Downtown Airport, Rock Hill Municipal, Lake City Municipal, Laurens County Airport, Donaldson Center, Spartanburg Downtown Airport and Grand Strand Airport all received funding for improvement projects at the South Carolina Aeronautics Commission meeting in Columbia October 21.

The State Aeronautics Commission held their regular monthly meeting and approved more than \$250,000 for airport improvements.

When completed, the projects will generate more than \$2.6 million when combined with local and federal funding.

In other action, the six-member Commission unanimously approved a motion to voluntarily waive their per diem and travel reimbursements until the state's budget crisis is resolved and no possibility of reduction in force is pending. The following allocations were approved:

◆ **Columbia Owens Downtown**

Airport -- \$5,161 to acquire a 13.9 acre land easement for a runway protection zone. The FAA will fund 90 percent of this project, while state and local sources will fund five percent each.

◆ **Rock Hill Municipal Airport** -- \$5,750 for preparing an airport master plan engineering study. This project is funded 90 percent through the FAA and five percent each through local and state sources.

◆ **Lake City Municipal/C.J. Evans Field** -- \$20,516 approved for a six-foot chain link security fence enclosing a portion of the airport grounds for safety purposes. The state will provide half of the total project cost with local funding providing the remainder.

◆ **Laurens County Airport** -- \$42,534 approved for Phase II of airport improvement plan, including paving the runway extension, a partial parallel taxiway with turnaround, an apron expansion, installation of medium intensity taxiway

lights and medium intensity runway lighting system. The FAA will fund 90 percent of this project, while the remainder will be split between local and state sources.

◆ **Spartanburg Downtown Airport** -- \$20,640 to overlay a portion of taxiway B and the expansion of terminal aircraft parking apron. The FAA will provide 90 percent of funding with state and local sponsors providing the remainder.

◆ **Grand Strand Airport** -- \$4,527 approved for construction of a 80 ft. by 160 ft. holding apron on the end of runway 23. The state will provide five percent of the funding, with the FAA funding 90 percent. The rest is funded through local sources.

◆ **Donaldson Center** -- \$155,535 for a change order to correct unsuitable material in reconstructing the end of runway 4. State funding totals for the rehabilitation is \$355,267, which Donaldson Center has matched. The FAA contributed \$345,000 toward this project.

Skydivers Break World Record in Myrtle Beach

Hundreds of skydivers littered the Myrtle Beach skies recently to break a world skydiving record.

A group of 200 world champion skydivers successfully joined hands for three seconds to break a world record in October.

The group came close to breaking the record many times during the week connecting as many as 190 people but always falling short during 24 other attempts.

Twelve teams of skydivers were set up to jump from six airplanes at an altitude of 18,000 ft. During each jump, they had about one minute in which to link hands



and feet before spreading out to open their parachutes. All grips had to be held for the three seconds.

A new formation of five circles of skydivers with four people connecting each circle made the difference in achieving the world record, according to organizers.

Two hundred Skydivers fall like rain just before breaking the world record in Myrtle Beach.

The skydivers were chosen from about 1,000 of the world's best coming from Canada, South Africa, Mexico and Europe with a participation fee of \$1,000 each.

Myrtle Beach was chosen because of its weather and proximity to the ocean.

Profiles in Aviation

Toy Nettles -- A Man with a Lance & A John Deere

Aviation cheerleaders are all around us, some own aircraft, some don't and others still, are in the public eye. Deep in the heart of the tobacco belt just one block from Ron McNair Boulevard is a two-story house where aviation enthusiast, E. LeRoy "Toy" Nettles, works.

A practicing attorney in Lake City, Nettles has always been a friend to aviation and the aviation community. He's also a person with a quick grin and an easy handshake.

"I used to get my parents to take me to watch the airplanes when I was little. I started lessons in a J-3 Cub when I was 15 years old," he said. "I soloed when I was 16."

Nettles admitted that being close to aircraft was important to him as a child and the desire to fly never waned.

"My father served in the legislature and one of my father's partners was Tom Smith," Nettles said. Smith eventually appointed Toy to the Lake City Airport Commission which Toy took very seriously. "I was given the assignment to expand the Lake City runway from 3,000 to 3,700 ft. And

that was my first public office."

Nettles went on to serve in the House of Representatives, and was elected in 1982 for five consecutive terms. So, in a way, his political career began with aviation.

"To me, aviation is fun. It started out as a goal of mine, but now it's a means to an end. Now, I take my plane because it's faster," added the Lake City attorney.

He admits that being involved locally has its own advantages. "You get to meet a lot of people and I like that," he said. "But, I don't think people understand the significance of the airport and its accessibility." Local officials fail to see the significance of aviation and the airport. They think it's just spending money on a rich man's hobby."

That understanding of what an airport does and how it contributes to the local economy is a difficult lesson but one that most business leaders know well.

"A good infrastructure has to be in place before businesses can come in," he said. Nettles cited NanWa Plastics, an international plastic fibers company which recently invested \$300 million in Lake City. The plant, located in close proximity to the Lake City Municipal Airport, railways and highways, manufactures plastic fibers for car parts and textiles.

Lake City Municipal Airport contributed more than \$37,000 in local annual economic activity, even though it only had three based airplanes and annual operations of 5,290.

Small general aviation airports like Lake City also have their share of problems. At present, the airport has a problem with vandals breaking and destroying runway lights. The Aero-

navics Commission has approved a \$20,516 to improve the airport by building a six-foot security fence.

"Not much has been going on since the vandals," Nettles said. But in the future the Lake City attorney said he'd like to see the airport runway expanded and lengthened.

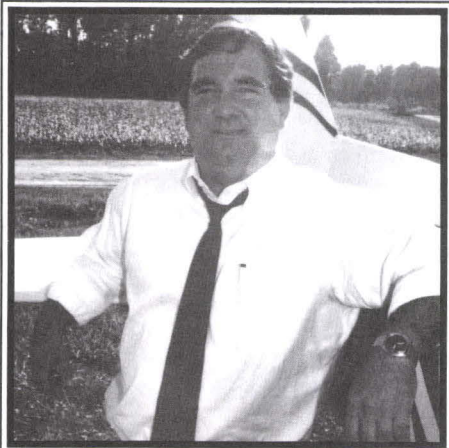
However, Nettles agrees there are more pressing needs, "I guess first we need an FBO. City Council has approved an FBO contract to find an FBO for the airport -- that's the most immediate need."

But this down-home attorney emphasized the need to encourage aviation to many people, not just business leaders or politicians. "The real appeal of flying, for me, is when I looked down when I was flying -- that's the best thing," he beamed.

Nettles and three others have a business partnership which owns a Cessna 150, a Piper Navajo and a Lance. The planes are kept safe in buildings beside tractors and other agricultural equipment just beyond a close-cropped turf runway. "We call this the Cotton Field Aerodrome," grinned Nettles. "It's SC 60." The smooth strip is surrounded by well-managed cotton fields and a sprinkling of country dirt roads.

Nettles admits that the airplanes are used a great deal. But, the most valuable piece of machinery at the Cotton Field Aerodrome is a 1947 John Deere tractor which he uses to mow the grass strip.

Nettles just thinks the most valuable thing on this airport is the John Deere tractor. Not so, the most valuable thing at the Cotton Field Aerodrome is the devotion one man has for something he loves. And the feeling he gets when he looks down.



Toy Nettles stands in front of his Piper at the Cotton Field Aerodrome, a turf strip, in Lake City.

Hall of Fame Awarded to Aviators

Continued from Page 1

South Carolinians. He helped organize the Jamil Flying Fezzes which is a charitable flying group that transports burned and crippled to Shrine treatment facilities. For the past 10 years, Cusworth has flown more than 200 trips logging 1,194 flying hours to contribute his time and talent to help those in need. He has flown more than 18,000 hours in military and general aviation flights, and continues flying today. He once said his flights for crippled or burned children were far more meaningful to him than all his years in military service.

Family members and Hall of Fame recipients were on hand to accept the awards and share memories of their aviation accomplishments.

The Aviation Hall of Fame Inductees are selected by individual S.C. Aeronautics Commissioners, each nominating one person from their geographical area or representative district.

The first South Carolina Aviation Hall of Fame Induction was awarded in 1991.



Mary Fogle (l) and her sister accept the Aviation Hall of Fame award for their father, **Barnie B. McEntire**.

Gloria Boyd, principal of Ron McNair Middle School, reads a letter from Col. Charles Bolden during the presentation for Ron McNair's induction.



1992 Inductees

Barnie B. McEntire, Jr. (1918 - 1961)

His love of aviation began as a teenager when he washed Piper Cubs at Columbia's Owens Field. After graduating from the University of South Carolina he entered pilot training in 1939. He won his pilot's wings in 1940 in the Army Air Corps and began a 22-year military career. He served in World War II as chief pilot for Air Transport Command's North Atlantic Division flying B-24 bombers. He organized the first S.C. Air National Guard units in 1946. On Feb. 18, 1959, he earned rank of Brigadier General. In 1960 he became the first Air National Guard pilot to be proficient in flying a Mach 3 F-104 Starfighter jet. In Nov. 1961, the Congaree Air Base was officially renamed to honor his dynamic military career as pilot, general and patriot.

Maynard C. Cusworth

Originally from New York state where he began an Air Force career which spanned three decades. In 1966 was stationed at Shaw Air Force Base, Sumter, S.C., and retired as a Lt. Colonel in 1972. For 19 years taught flight instruction to hundreds of students. The FAA said 100 percent of his students passed their aviation exams. He helped organize the Jamil Flying Fezzes, a charitable flying group which transports children to Shrine treatment facilities. For 10 years, has flown more than 200 trips logging 1,194 flying hours to contribute his time and talent to help those in need. Has flown more than 18,000 hours in military and general aviation flights, and continues flying today. He once said his flights for crippled or burned children were far more meaningful to him than all his years in military service. Also named the 1992 S.C. Aviator of the Year.

Elliott White Springs (1896 - 1959)

A native South Carolinian born in Lancaster educated at Culver Military Academy and Princeton University. After graduation in 1917 enlisted in the U.S. Army Signal Corps aviation section. By age 22 was squadron commander with rank of top sergeant and by the end of the war was the fifth ranked U.S. WWI Flying Ace. Received the Distinguished Service Cross, and the British Distinguished Flying Cross. Credited with 11 confirmed combat victories, nine during the Allied advance on the Cambrai Sector. After the war, he authored several books including *The Diary of An Unknown Aviator*, a WWI classic. Also known for his mastery of the family textile mill, Springs Industries, which he built into a powerful corporation.

John W. Hamilton

A graduate of The Citadel, served as a lieutenant with S.C. Law Enforcement Division in Columbia. Installed as Director of the S.C. Aeronautics Commission in 1971 by Gov. John C. West and served until his retirement in 1990 with 30 years of state service. As Director was instrumental in obtaining more than \$18 million in bonds for airport improvement projects. Helped establish state-owned airports into independent city/county authorities. Founded the S.C. Annual Airports Conference. Secured funding for the headquarters of Civil Air Patrol Wing. Established the Commission's fleet of seven aircraft. He also directed the building of the S.C. Aeronautics headquarters and the Wilder Hangar Facility. Served as an officer for the National Association of State Aviation Officials.

Ronald E. McNair (1950 - 1986)

A native South Carolinian, he graduated from Carver High School in Lake City and magna cum laude from North Carolina A&T State. Earned Doctor of Philosophy in Physics from Massachusetts Institute of Technology where he performed experiments on carbon dioxide lasers. Also well-known for his research on electro-optic laser modulation for satellite communications and the construction of ultra-fast infrared detectors. Selected by NASA as astronaut candidate in 1978. Flew many NASA missions as a specialist astronaut on the Challenger Space Shuttle flight crew, including February 3, 1984, which marked the first flight of the Manned Maneuvering Unit and first landing on a runway at Kennedy Space Center Feb. 11, 1984. Was also aboard the Challenger Space Shuttle during its January 28, 1986 mission.

FYI from the FAA

Wind Shear Can Be A Sheer Nightmare

The following is excerpted from FAA's Wind Shear" accident prevention publication, FAA-P-8740-40, written by Maj. John Richardson of the U.S. Air Force.

"Tonto 55, final controller, how do you read...?" "55, loud and clear." This has been a good flight taught the Instructor Pilot as the pilot in front smoothly and efficiently transitioned to the Ground Controlled Approach final. I enjoy being an instructor on days like this.

"Tonto 55, begin descent. Slightly above the glide path, on course. Seven miles from touchdown."

He's really smooth on this GCA, just a little trouble getting down the glide slope.

"Slightly above glide path, on course. Five miles from touchdown." "Slightly above glide path, on course, wind 050, 10 kts. Cleared to land on Runway 05. Four miles from touchdown."

This approach is not taking much thrust. Maybe they tuned up the engines last night.

"On glide path, on course. Two miles from touchdown."

"Slightly below glide path. One mile from touchdown."

"Going well below glide path. Well below glide path."

"Wow, the bottom dropped out of this approach. Add power".

"I've got it." Light burners, light!" "Tonto 55, to low for safe approach. Climb immediately! Contact departure."

"Did we hit those lights? Uh, GCA, Tonto 55, on the go. Going Tower."

What happened, indeed? How could two experienced pilots let themselves get

Wind shear is a change in wind speed and/or direction over a short distance.

so far behind the aircraft that they crash into the approach lights on a perfectly clear day? A few years ago the answer would have been a simple "pilot error." Everyone would shake their heads and go on as usual. Now thanks to increased research and experience, we are more aware of wind shear.

What is wind shear? Wind shear is a change in wind speed and/or direction over a short distance. It can occur either

horizontally or vertically and is most often associated with strong temperature inversions or density gradients. Wind shear can occur at high or low altitude. This article will only discuss low altitude wind shear. There are four common sources of low level wind shear: Frontal activity, thunderstorms, temperature inversions and surface obstructions.

Frontal Wind Shear

Not all fronts have associated wind shear. In fact, shear is normally a problem only in this fronts with steep wind gradients. Like so many things in weather, there is no absolute rule, but there are couple of clues:

The temperature difference across the front at the surface is 10 degrees F or more; and the front is moving at a speed of at least 30 knots. You can get clues to the presence of wind shear during the weather briefing by checking these two factors. Ask the briefer, and if they are present, be prepared for the possibility of shear on approach.

Thunderstorms

Wind shear is just one of the many unpleasant aspects of thunderstorms. The violence of these storms and their winds are well documented.

The two worst problems outside actual storm penetration are shear related -- the "first gust" and the "downburst". Most everyone has seen the rapid shift and increase in wind before a thunderstorm. This is first gust.

The gusty winds are associated with mature thunderstorms and are the result of large downdrafts striking the ground and spreading out horizontally. These winds can change direction by as much as 180 degrees and reach velocities of 100 kts as far as 10 miles ahead of the storm. The gust wind speed may increase as much as 50% between the surface and 1,500 ft., with most of the increase occurring in the first 150 ft. The implications for a shear on approach in such a case are obvious.

The other wind problem "the downburst" is also downdraft related. It is an extremely intense localized downdraft from a thunderstorm. This downdraft exceeds 720 feet per minute vertical velocity at 300 ft AGL. The power of the downburst can actually exceed aircraft climb capabilities, not only those of light aircraft, but even as is documented in one case, a high performance Air Force jet.

The downburst is usually much closer

to the thunderstorm than the first gust, but there is no absolutely reliable way to predict the occurrence. One clue is the presence of dust clouds or roll clouds or intense rainfall. It would be best to avoid such areas.

One bothersome aspect of temperature inversion shears is as the inversion dissipates the shear plane and gusty winds move closer to the ground.

Surface Obstructions

This is usually thought of in terms of

The best way a pilot can cope with a shear is to know it's there...

hangars or other buildings near the runway. The sudden change in wind velocity can seriously affect a landing. But there is another type obstruction.

Some airfields are close to mountain ranges, and there are mountain passes close to the final approach paths. Strong surface winds blowing through these passes can cause serious wind shears during the approach.

The real problem with such shear is that it is almost totally unpredictable in terms of magnitude. A pilot can expect such shears whenever strong surface winds are present.

Types of Wind Shear

Horizontal Wind Shear occurs when the flight path of an airplane passes through a wind shift plane.

The other type is the one most often associated with an approach. The vertical shear is normal near the ground and can have the most serious effects on an aircraft. The change in velocity or direction can drastically alter lift, indicated air speed, and thrust requirements and can exceed the pilot's capability to recover.

The most hazardous form of wind shear is that encountered in thunderstorms. The severe, sudden wind changes can exceed the performance capabilities of many sophisticated aircraft.

There have been numerous cases of aircraft mishaps directly related to encounters with thunderstorm wind shear.

The best way a pilot can cope with a shear is to -- Know it's there; Know the magnitude of the change; and Be prepared to correct or go around.



**SOUTH CAROLINA
AERONAUTICS COMMISSION**
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This Month.... Inside Palmetto Aviation

- Myrtle Beach skydivers make world record jump
- Toy Nettles keeps an eye out for aviation
- 1992 Aviation Hall of Fame Inductees awarded

....and much, much more!!

Great WWII Bombers Travel the State

Two of the greatest bombers of World War II visited South Carolina recently mesmerizing veterans, school children, and aviators alike.

The B-17 Flying Fortress "Nine-O-Nine" and the B-24 Liberator "All American" made the circuit in the state, including stops in Greenville and Columbia.

At right, the "Nine-O-Nine" and the "All American" are parked at the Greenville Downtown Airport.

The "Nine-O-Nine" B-17 was assigned to combat duty April 1945 and made eighteen trips to Berlin. In addition, it dropped 562,000 pounds of bombs, was flown 1129 hours and had 21 engine changes. The "All American" is the world's only flying Consolidated B-24. This B-24 was built in August 1944 Consolidated's Ft. Worth plant. the cost of reconstructing this aircraft from graveyard to its impeccable condition was over \$1,300,000. The Collings Foundation, a non-profit organization in Massachusetts, owns the "All American" and the "Nine-O-Nine," supplementing tax deductible contributions with small donations from visitors.



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